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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.	
10/657,731	09/08/2003	Emmanuel Huber	60,130-1883;02MRA0333 8906 EXAMINER		
26096	7590 02/08/2006 ,,,				
CARLSON, GASKEY & OLDS, P.C.			PARRIES, DRUM		
400 WEST MAPLE ROAD SUITE 350			ART UNIT	PAPER NUMBER	
BIRMINGH	BIRMINGHAM, MI 48009		2836		
			DATE MAILED: 02/08/2006		

Please find below and/or attached an Office communication concerning this application or proceeding.

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		Application No.	Applicant(s)	v
		10/657,731	HUBER ET AL.	
Office	Action Summary	Examiner	Art Unit	
		Dru M. Parries	2836	
The MAIL Period for Reply	ING DATE of this communication app	pears on the cover sheet with the c	orrespondence address	
WHICHEVER IS - Extensions of time n after SIX (6) MONTH - If NO period for reply - Failure to reply withi Any reply received by	STATUTORY PERIOD FOR REPLY LONGER, FROM THE MAILING DATE of the available under the provisions of 37 CFR 1.13 from the mailing date of this communication. It is specified above, the maximum statutory period on the set or extended period for reply will, by statute by the Office later than three months after the mailing adjustment. See 37 CFR 1.704(b).	ATE OF THIS COMMUNICATION 36(a). In no event, however, may a reply be tin will apply and will expire SIX (6) MONTHS from , cause the application to become ABANDONE	N. nely filed the mailing date of this communication. D (35 U.S.C. § 133).	
Status				
1)⊠ Responsiv	ve to communication(s) filed on <u>08 Se</u>	eptember 2003.		
2a) ☐ This action	n is FINAL . 2b)⊠ This	action is non-final.		
,	application is in condition for allowar	•		
closed in a	accordance with the practice under E	Ex parte Quayle, 1935 C.D. 11, 45	i3 O.G. 213.	
Disposition of Clai	ms			
4a) Of the 5) ☐ Claim(s) _ 6) ☑ Claim(s) <u>1</u> 7) ☑ Claim(s) <u>7</u>	above claim(s) is/are withdraw is/are allowed. -6,8-12,14 and 15 is/are rejected. and 13 is/are objected to. are subject to restriction and/o	wn from consideration.		
Application Papers	;			
10)⊠ The drawir Applicant n Replaceme	ication is objected to by the Examine ng(s) filed on <u>08 September 2003</u> is/a nay not request that any objection to the ent drawing sheet(s) including the corrector declaration is objected to by the Ex	are: a)⊠ accepted or b)⊡ object drawing(s) be held in abeyance. Section is required if the drawing(s) is ob	e 37 CFR 1.85(a). jected to. See 37 CFR 1.121(d).	
Priority under 35 U	l.S.C. § 119			
12)⊠ Acknowled a)⊠ All b)[1.⊠ Cer 2.□ Cer 3.□ Cop	Igment is made of a claim for foreign Some * c) None of: tified copies of the priority document tified copies of the priority document oies of the certified copies of the priority document oies of the certified copies of the priority document oies of the certified copies of the priority document of the	s have been received. s have been received in Applicati rity documents have been receive u (PCT Rule 17.2(a)).	ion No ed in this National Stage	
	rson's Patent Drawing Review (PTO-948) sure Statement(s) (PTO-1449 or PTO/SB/08)	4) Interview Summary Paper No(s)/Mail D 5) Notice of Informal F 6) Other:		

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DETAILED ACTION

Claim Rejections - 35 USC § 103

- 1. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:
 - (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.
- 2. Claims 1, 3-6, 9, 11-12, and 14-15 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ubelein et al. (6,515,377) and Amano (6,557,910). Ubelein teaches a circuit for control of a vehicle's power windows and door locks in lieu of a fault on a bus (Abstract). He teaches a door controller being connected to the bus, the door lock/unlock mechanism, and at least one occupant-operable regulator and the controller being able to detect a fault in a bus (Col. 1, lines 16-30). He teaches that when a fault is detected on a bus that the operation of unlocking the doors can be controlled by the actuation of any one of a number of regulators (i.e. inside door regulator) (Col. 5, lines 50-58). He also teaches the idea of using a multiplexed bus in a system like this (Col. 1, lines 42-44). He also teaches the possible situation where one could actuate the window lift regulator and operate the latch mechanism motor (Col. 5, lines 58-63). Ubelein fails to explicitly teach the lock/unlock mechanism for the doors being a latch mechanism motor. Amano teaches a latch mechanism motor for controlling the lock/unlock of a vehicle door. It would have been obvious to one of ordinary skill in the art at the time of the invention to assume that a latch mechanism motor is mechanically locking and unlocking the vehicle doors in Ubelein's invention since it is a known way to control the locks and Ubelein doesn't teach exactly how the locking/unlocking is happening.

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3. Claims 2, 8, and 10 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ubelein et al. (6,515,377) and Amano (6,557,910) as applied to claims 1 and 9 above, and further in view of Mittermeier et al. (2001/0045775). Ubelein and Amano teach a control circuit for a vehicle. Ubelein also teaches the idea of upon detection of a fault (in emergency situations), trying to maximize the availability of all functions normally provided before the fault (Col. 3, lines 1-12). They both fail to teach the locking of the doors upon actuation of a regulator. Mittermeier teaches an emergency locking system that locks vehicle doors in emergency situations upon actuation of a regulator ([0003] & [0004]). It would have been obvious to one of ordinary skill in the art at the time of the invention to have one of the operations in Ubelein's invention to be locking the latch mechanism motor, so that in the case where occupants need to protect themselves from something outside the vehicle, they can do that also.

Allowable Subject Matter

4. Claims 7 and 13 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims. No prior art of record teaches the combination that upon detection of a fault on a bus *and* detection that a car door is closed, to operate the latch mechanism motor.

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Conclusion

5. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Elmore (3,425,731) teaches that upon closure of a vehicle door, it automatically locks (Abstract).

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dru M. Parries whose telephone number is (571) 272-8542. The examiner can normally be reached on Monday -Thursday from 8:00am to 5:00pm. The examiner can also be reached on alternate Fridays.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Brian Sircus, can be reached on 571-272-2800 x 36. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

DMP

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